

WEATHER FORECAST.
Partly cloudy and colder to-day; to-
morrow fair; strong north winds.
Highest temperature yesterday, 65; lowest, 47.
Detailed weather reports on editorial page.

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PRICE TWO CENTS.

INTERBOROUGH HOLDING CO. DEFAULTS APRIL INTEREST; SHEFFIELD MADE RECEIVER

Superstructure of City's 'L',
Surface and Subway Lines
Enters Bankruptcy.

LOW FARES ONE CAUSE
Shonts Explains Wage In-
creases and War Condi-
tions Had Effects.

OPERATION NOT AFFECTED
Will Fight Effort to Put Original
I. R. T. Co. Into Courts
—Net Income Drops.

James R. Sheffield was appointed yesterday receiver in bankruptcy of the Interborough Consolidated Corporation by Federal Judge Julius M. Mayer upon a petition signed by Dave H. Morris and others, representing the company's bondholders.

The Interborough Consolidated Corporation is the holding company that controls approximately 97 per cent. of the stock of the Interborough Rapid Transit Company; 85 per cent. of the stock of the New York Railways Company (the "green" car lines), which went into a temporary receivership on Thursday, and 45 per cent. of the stock of the New York Transportation Company, which operates the Fifth Avenue omnibuses.

While yesterday's developments, inasmuch as they affect the holding company, are not likely to deal with the financial rather than the working end of the transportation problem, are not expected to result in any immediate innovations of management, they nevertheless added to the general feeling of unrest that has been experienced by traction men and the holders of local traction securities for the last several months.

Theodore P. Shonts, president of the Interborough Consolidated Corporation, the Interborough Rapid Transit Company and the New York Railways Company, in a statement issued yesterday subsequent to the latest receivership order said that it was the intention of himself and his associates to fight any further receiverships to the bitter end.

Mayor Has Nothing to Say.
Mayor Hylan, when informed of the court's action, said that he had nothing to say and referred questions to Corporation Counsel William P. Burr. The Mayor said he had received no notice of the application for a receivership for the Interborough Consolidated Corporation and did not want to talk about it until he had examined the papers. Mr. Burr, who is at his home, telephone of the day's developments, said that he might issue a statement some time to-day.

Comptroller Charles L. Craig contributed the following general information on the subject:
"Everybody knows that the Interborough Consolidated is a holding company for the 'tail ends' of the old Metropolitan Street Railway, the Interborough Rapid Transit Company, the New York Railways Company and the New York Transportation Company. It is a fortunate thing that the receivership has intervened, with the result that the Interborough Consolidated nor of the New York Railways Company affect in the slightest degree the city's contract with the Interborough Rapid Transit Company for the operation of the city owned subways and equipment."

James R. Sheffield, the receiver for the Interborough Consolidated Corporation and who may, if the creditors agree, become the permanent trustee of the corporation's resources, is a former president of the Republican Club and head of the law firm of Sheffield & Betts, 52 William street. He executed a bond of \$25,000 in the capacity of custodian of the corporation's assets until the creditors meet and elect a trustee.

Owners of 55 Bonds Act.
The petitioning creditors, Dave H. Morris, William F. Ladd and William J. Franchioli, based their right to act on ownership of collateral trust 4½ per cent. gold bonds of the Interborough Consolidated Corporation. The Interborough Consolidated Corporation was alleged to be liable for interest owed on these bonds as the result of the consolidation of the corporation with the Metropolitan Street Railway and the New York Railways Company and Finance and Holding Corporation. Mr. Morris owns fifty bonds, Mr. Franchioli, four; Mr. Ladd, one.

Evidence of the bankruptcy of the Interborough Consolidated Corporation was presented in the form of a transcript of the minutes of the meeting of the board of directors yesterday. This transcript follows:
"The president stated that inquiries had been made of the Interborough Consolidated Corporation 4½ per cent. bonds as to whether this corporation would be in a position to pay the semi-annual installment of interest due on April 1. The president further stated that the corporation was not now in a position to pay this installment of sufficient cash to meet this liability; that the present condition and immediate future prospects of the Interborough Rapid Transit Company were such that there was no likelihood of a resumption of dividend payments; that the corporation for some time to come, and that a continuance of the receipt of such dividends by this company was necessary if the interest on Interborough-Metropolitan 4½ per cent. bonds was to be paid, and that in the circumstances it was matter of policy for the board to decide whether it would not be advisable to communicate these facts to the inquiry bondholders and at the same time express a willingness to let such further action be taken in the courts or otherwise as, after discussion, on a motion the following resolution was adopted:
"Resolved, That the president be

Continued on Sixth Page.

COAL VIA FORBIDDEN TRACK HITS STRIKE, SAVES SUBWAY

With Supply Exhausted and Shutdown Imminent, Interborough Rushes Fuel From N. Y. Central Yards to Its Powerhouse—Marine Workers Indignant.

The lines of the Interborough Rapid Transit Company came within an ace of being shut down on Thursday for lack of coal. Only through the fact that an emergency track had been laid to the Interborough's big power house in Twelfth avenue, between Fifty-eighth and Fifty-ninth streets, from the New York Central yards at Sixtieth street and Twelfth avenue was the crisis averted. Coal is now being taken over this spur direct to the bins of the Interborough.

The marine strikers, who had looked to the tying up of the transit lines of the city as a knockout blow in their fight against the boat owners, were highly indignant over what they termed the illegal granting of a franchise to the New York Central. It was learned that the track had been laid under a temporary permit from the city authorities with the knowledge of the Public Service Commission and the cooperation of the Railroad Administration. This did not in any way constitute a franchise, it was stated, and the track would be removed as soon as the necessity for it had passed. In December, 1908, the city authorities tore up two tracks that the New York Central had laid down Twelfth avenue from Sixtieth street to Fifty-eighth street. They were intended to be permanent and the Corporation Counsel held that the New York Central had no authority to lay tracks below Sixtieth street.

CAR PENS 2 AT RIVER BOTTOM

Motor Coupe's Door Sticks
After Plunge From End
of a Ferryboat.

CRASH FOR FREEDOM
Soldiers Throw Preservers to
Henry Bruderer and Miss
Yvonne Darle.

Henry Bruderer, proprietor of the Alcyon Race and Embroidery Company, who lives at 729 East 182d street, The Bronx, most certainly would have rescued his cousin, Miss Yvonne Darle, when they both sat inside his closed motor car at the bottom of the North River yesterday afternoon, as Miss Darle herself explained last night in her home at 59 West Fifty-fifth street, if it hadn't been for the annoying fact that the door stuck and he couldn't open it.

After waiting as patiently as she could for such circumstances until it became apparent that something was the matter with the mechanism of the door, Miss Darle simply smashed the glass in the coupe window and stepped out on to the bed of the river. Mr. Bruderer followed her and they rose together to the surface, where they were rescued by the West Shore Railroad's ferryboat. The engineer also read an extract from a magazine to the passengers.

Her Skirt Too Tight to Swim.
"I am an expert swimmer," said Miss Darle last night, "but my skirt was so tight that I could hardly move, and it seemed as if I were going to drown. I'm so dizzy now I can hardly stand up."
"You see, my cousin, Mr. Bruderer, and I were going to Newark—it was his last day on the river and he was going to the West Point. We were the last car on and were right against the rear gate, and the gate was stuck. I was very nervous and didn't know what to do. Why that gate didn't hold us for a minute."

"We were nearly over to the Weehawken slip when the automobile in front of us did something or other and backed right into us, and we went right through that gate, coupe and all. I was never so surprised in my life as when I found that my cousin and I were sitting in it right on the river bottom. We had plenty of air until I smashed the window."
"There were some of our brave soldiers on the ferryboat who've just come back from France," she went on. "They're in the Twenty-seventh Division. One of them was named Eddie Reed, I think, and another was named Barnett, and they threw us some life preservers when we came up."

He Is Saved by a Soldier.
"Well, Mr. Bruderer caught one of them and they hauled him up all right. I got hold of another, but just as they were getting me out of the water the rope broke and I dropped right back again—right back into the North River. Honest, I thought I'd freeze to death. When they finally did get me out I didn't feel so bad at first, but now—well, I'm dizzy and everything seems to be a whirl to me to-night, and I'm afraid I can't talk any more about it."
At the office of the ferry superintendent of the West Shore Railroad it was said last night that it had been reported that an automobile had fallen from one of the boats running from Twenty-third street to Weehawken, but that the report was looked up and official details were not available.
Miss Darle sings at Henry's.

RAIL PAY OFFER FAILS; ENGLAND AT LABOR CRISIS

Government to Hold Great
Armed Demonstration in
London To-day.

STRIKE WEDNESDAY

Workers' Triple Alliance
Asks Roadmen to Post-
pone Action.

MINERS ANGERED BY LAW

Threat to Use Lorries to Carry
Fuel and Provisions Adds
to Unrest.

Special Wireless Despatch to THE SUN.
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LONDON, March 21.—The National Railwaymen to-day rejected the Government's offer in the wage controversy, casting a black shadow over the labor situation in England. To-night the triple alliance—the railwaymen, the miners and the transport workers—passed a resolution recommending that the railwaymen continue at their places pending further negotiations with the Government in the hope of reaching a solution of the labor problem. This action is interpreted to mean that there will be no strike before next Wednesday, at the earliest.

The Government fearing an immediate strike had prepared to supply the thickly populated districts with food and fuel by using motor lorries. The statement of Andrew Bonar Law, the Government spokesman, in the House of Commons yesterday is tantamount to a threat against the miners and has aroused tremendous ill feeling, and has worked up the fighting spirit among the Welsh miners.

Prepared for Worst.
The Cabinet members left the meeting in Downing street hoping for the best but prepared for the worst. The greatest display of armed force seen here since 1914 will be made to-morrow when the Guards will march through the city. This may dampen the strike ardor.

LONDON, March 21.—One hundred and fifty delegates representing the miners of the United Kingdom met today to discuss the interim report of the Coal Commission, of which Justice Sir John Sankey is chairman, issued last night, to decide as to whether there would be a strike or peace in the mining industry. The conference met without any recommendation from the executive officers of the unions before them.

After reviewing the report of the Coal Commission, Robert Smillie, leader of the miners, said he deeply regretted the "foolish utterances" of Andrew Bonar Law, the Government spokesman, in the House of Commons yesterday, "in which he threatened the miners."

Test of Strength Near.
"If a strike ensues and the Government beat the miners, or they beat the Government, the result would only show which side was the stronger," Mr. Smillie declared.

After a general discussion of the report the conference adjourned until four P. M. to enable the miners' executive to make its recommendation on the matters in question.

The adjournment of the conference one of the delegates said that the Government report, the report of the employers and that of the miners' representatives were being considered in every detail.

"Things look better than they did," the delegate added.

The conference at the morning session passed a resolution conveying to President Wilson and Premier Lloyd George "our appreciation and support of their endeavor to secure the establishment of a League of Nations in order that its future peace of the world may be preserved."

At the afternoon session the executive committee advised the men to continue at work pending negotiations with the Government to secure some modifications of the Sankey report. The conference approved this procedure by an overwhelming majority. This is considered to mean an acceptance of the Government's offer, subject to certain reservations.

Increase Cost Shown.
A detailed official statement which has just been made public shows the average earnings of railwaymen in 1913 were 23 shillings 6 pence a week, and that they were increased during the war by 33 shillings. In addition to this, it is said, an eight hour day was granted. These increased earnings and the shortened hours of labor, it is said, added £75,000,000 (\$75,000,000) to the annual cost of operating the railways, to which may be added £25,000,000 (\$25,000,000) due to the increased cost of materials.

The statement sets forth details of the men's present demands, which it is said would cost £100,000,000 (\$100,000,000) a year.

At a meeting of the representatives of the two unions of railway men with Sir Albert Stanley, president of the Board of Trade; Sir Robert S. Horne, Minister of Labor, and other Government officials yesterday concessions were offered the men as regards wages. Among other things they were offered a forty-eight hour week with a continuance of their present wages until the end of the current year. This means, it is declared, an increase in railway rates.

Pay Homage to Ex-Kaiser.
BERLIN, March 21.—The address of homage circulated on the occasion of the former Emperor's birthday, received 436,912 signatures. It is announced, added signatures will be bound in a series of thirty-seven volumes and sent to Amsterdam.

WILSON TO ASK ARMENIA MANDATE; FINAL VOTE ON LEAGUE DUE TO-DAY; MANY AMENDMENTS TO BE ACTED ON

SAYS LEAGUE IS
BIG 1920 ISSUE

Col. Harvey Tells Boston Audi-
ence Wilson Has Thrown
Gauntlet.

QUOTES "SUN" EDITORIAL

Again Flays Proposed Cove-
nant and Shows British
Origin.

Special Despatch to THE SUN.

BOSTON, March 21.—Characterizing last Monday's editorial in THE SUN as a thoroughly accurate representation of the League of Nations situation Col. George Harvey to-night told the Commercial Club here that the issue of the next national convention campaign is a clear one of nationalism backed by the Republican party against the internationalism of the Democrats.

After reading from THE SUN editorial he turned to the audience which packed the small dining room of the Back Bay Algonquin Club and declared:

"That is an exact statement of the issue, the overwhelming issue bound to confront the country in the next national campaign. Not only because it will make for a final determination as between nationalism and internationalism and as between sentimentality and patriotism, but because interwoven in internationalism are all the threads of socialism and bolshevism, and the sooner the Republicans take an unqualified stand upon all these allied fallacies the better it will be not only for our country but for the entire world."

Predicts Rejection of Plan.

Col. Harvey traced the logical train of circumstances which will compel the political lineup of his prediction, despite the efforts of the President to involve the covenant with the peace treaty. Col. Harvey predicted that the Senate will find a way to separate them no matter how closely interwoven, and that two-thirds of the Senate will confirm the peace treaty and reject the League of Nations draft.

President Wilson has the Democratic party in his vest pocket," he declared, and added:
"When the league has been rejected he cannot help but go to the people for its ratification in the next campaign. The Democratic party has voluntarily surrendered. It cannot escape. The Republican party cannot but accept the challenge."

Even though the covenant should be so amended as to lure some of the Republicans in the Senate to confirm it, Col. Harvey declared that no one fact would be so powerful in the way he would vote to predict that two-thirds of the body would vote for confirmation.

He traced through the President's fourteen points and for each of them he called them "commandments"—he cited a previous similar utterance by Lloyd George.

"That proves beyond doubt the British jargon of origin of it all," he said. "Perhaps it explains why the President has been so vague about it all."

The Commercial Club is the oldest business association in Boston. It has a membership of 1,000 and is the affairs of the city and of both business and politics.

It was indeed a "solid" audience. References to the use of 50 loudspeakers to hold the crowd of all around the table. It was an audience moulded to Col. Harvey's hand, and there was no amateurish hesitancy in the way he spoke. He was in the top of his form despite his eight previous speeches in the last five days.

Bound to Be an Issue.

Col. Harvey's speech was as follows:
"All agree that a question such as this ought not to be or to become a partisan issue. There do arise, however, conditions in the process of solving national and international problems which cannot be controlled by individuals because they are necessarily subject to circumstances existing."
"The urgent instance is one of that kind. As I perceive, the Republican party has no more option in the matter than it had when last year the President announced that politics was adjourned. That is to say, and I am speaking now philosophically and the main point, the President is in a position to make and must necessarily make the League of Nations the real issue in the forthcoming campaign."

The reason is quite simple. The

Continued on Fifth Page.

"Sun" Fund Smokes Stop Panhandling

SERGEANT V. T. VITALE of the 305th Infantry writes that the boys of his platoon were reduced to begging tobacco from any one who owned some, but this sad state of affairs was cured by the arrival of smokers from THE SUN Tobacco Fund. "We can't thank THE SUN in words for its good work to us boys, neither can we hope to tell the contributors how we appreciate their kindness."

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Secrecy Resorted To in Final Shaping of Peace Treaty; in Hands of Three Powers

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PARIS, March 21.—There has been a change in the process of peace making here which has resulted finally in converting the Peace Conference into a series of small private meetings, among a few individuals, not at the Quai d'Orsay, which is the French Foreign Office, but at the home of President Wilson or the apartments of Col. E. M. House in the Hotel Crillon.

The Supreme War Council still functions at the Quai d'Orsay, but the Council of Ten apparently has disintegrated into these private conferences, which represent plainly a reversion to the methods of the last century. As for the plenary sessions of the Peace Congress, they are scarcely mentioned any more.

The fact is the peace treaty now is being framed at the Hotel Crillon, not the Quai d'Orsay, and with greater secrecy than has existed before. No one watching the present proceedings can escape the conviction that President Wilson's "open covenant" plank was a huge joke. The astonishing fact is that the President or his representatives here have had a direct hand in this change.

Both the British and the French newspapers obviously have been all at sea in the last few days in regard to the plan agreed upon by the "Big Three." The Big Three is spoken of advisedly because Japan and Italy, under the new plan, do not participate to the same extent as the other Powers. Expedition may result, but it is evident it will be at some cost. Already one hears the rumbles and mutterings of discontent.

CENSOR RIPS UP 'SUN' EDITORIAL

Appeal for Fight on Present
League Plan Is Mutilated
for "Echo de Paris."

BAD IMPRESSION CAUSED

Wilson's Disregard of French
Garbling of U. S. News
Excites Wonder.

By a Staff Correspondent of THE SUN.

PARIS, March 21.—If anything were lacking to show the extent of the censorship from America it was supplied yesterday when the editorial article in THE SUN urging the Republicans to make the matter a party issue and defeat the present plans for the League of Nations appeared in the Echo de Paris mutilated by the censor.

The incident aroused much attention here, as the article already had been the subject of comment in the previous day's British papers, exciting great interest in British circles both in London and here. The article was contained in a cable despatch from the Washington correspondent of the Echo de Paris, and was allowed to appear in part, but evidently had been cut in its most important feature, a wide gap appearing in the middle of the quotation.

The correspondent was allowed to say, however, that the opposition of THE SUN had given great strength to the fight against the President's league plan. This is not the first time that the same correspondent's dispatches regarding the American situation have appeared sadly delect.

Newspaper Is Influential.

The Echo de Paris is one of the most important papers here and its political articles are commanding much attention. In the past it was supposed to reflect often the views of the French Foreign Office.

When the correspondent of THE SUN called the attention of the spokesman of the American mission to what had been done he declared that the President had made no request for such censorship and that it was a matter in which the Americans could not interfere, as it belonged exclusively to the French Government.

The chief of the French censorship asked for the reason of the mutilation of THE SUN's article, replied that he considered the question important and pointed out that matter appearing in the French newspapers was not subject to American inquiry.

Whether the President had or had not an indirect hand in censorship of this kind, the fact stands out that he is doing nothing to stop what would not have been tolerated in any other country where the conference could have been held. This is significant in view of the fact that the mere intimation of the French of President Wilson's wishes here appears to be regarded by them as law, and there is no question that in this case the President has it in his power to put an end to the situation immediately.

Censorship Appears Despotism.

From the beginning of the Peace Conference the diplomatic censorship has appeared despotism to many Americans, and this view is merely emphasized by its exercise now to prevent the situation in America from being made known here. The French authorities in the past have defended this practice on the ground that President Wilson as their guest is entitled to protection.

This latest instance of censoring has created a bad impression here, and even the British friends of the League of Nations admit that it is certain to hurt the President. Incredible as it may seem, such a situation could exist in the Peace Conference, designed for public decisions publicly arrived at. It reveals clearly the tremendous power which the President has potentially over the French.

This censorship, naturally, is not confined to American despatches, but is applied to all communications.

Continued on Fourth Page.

ZEPPELIN MADE 7,000 MILE TRIP

German Craft Went to Africa
in Vain Effort to Rescue
General.

QUEST PROVED UTILITY

Flight From and Return to
Bulgaria Upholds Cross
Ocean Theory.

Special Cable Despatch to THE SUN.

PARIS, March 21.—That a dirigible aircraft should cross the Atlantic Ocean from Europe to the United States or vice versa does not seem impossible when it is known that a Zeppelin flew almost the whole length of the African continent and back some two years ago.

This was a German Zeppelin, probably L-71, of the largest type, and its flight, if it had been successful, would have constituted one of the astounding romances of the war, rivaling the voyage of the submarine Deutschland to America and back.

Daring Rescue Planned.

The scheme was nothing more nor less than the rescue of Count von Lettow Vorbeck, commander of the troops in German East Africa, who so long eluded the converging armies of the Allies and was lionized by the German people in 1917, when the great offensive was planned that opened just a year ago to-day.

According to the well authenticated story, the German Staff wanted Vorbeck because of his proved brilliance as an aviator on land, and decided to try this striking means of bringing him to Germany. The Zeppelin started from a place in the interior of the African jungle and delivered him in Berlin.

Flight Fails Plan.

The aircraft made its trip to Africa and circled about over the place appointed as a rendezvous; it is even said that some of the crew landed and sought the General, but he had been forced to flee by the encircling armies of the Allies and so the Zeppelin returned to Bulgaria, making a total flight of some 7,000 miles.

Another feat of the Zeppelins was to make possible the exploits of the German sea raiders like the Moewe. It is now believed that the secret of their success in evading the British North Sea patrol was that they set forth from Kiel or Wilhelmshaven on the Zeppelins, which could see the British craft many miles away.

BRITISH READY FOR CROSS SEA FLIGHT

Private Company Will Make
Attempt Soon.

Special Despatch to THE SUN.

WASHINGTON, March 21.—Indications here are that the first transatlantic flight will be made by a private British company and that the attempt will be taken in the near future. British attention here is understood that several companies are in the field to win the Daily Mail's £50,000 prize, and that advance preparations have about been completed for sending the first aircraft across.

British airmen and experts are understood to have already arrived at St. John's, N. F. One British machine, a Sopwith two seater with a twelve cylinder 275 horse-power Rolle-Royce engine, is said to be on the way from England and another machine designed by Lieut. Col. Porte is about to be shipped.

The British Government is naturally interested in the venture, but so far as known here it is not directly connected with it. The Navy Department here, while preparing its plans for a transatlantic flight to be undertaken in May, will encourage any previous attempt made by British or others to win the prize.

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Request to Congress to Act
in Christian Turkey Will
Accompany Treaty.

POWER RESTS WITH IT

President Unable to Give
Decision When Urged
by Other Powers.

POLISH DISPUTE WORRIES

Foch Opposes Mediation in Ef-
fort to Stop Hostilities
With Ukrainians.

By LAURENCE HILLS.

Staff Correspondent of THE SUN.

PARIS, March 21.—When President Wilson lays the preliminary peace treaty before the United States Senate with his covenant of the League of Nations Incorporated, as he firmly expects now to do, he will couple with it a request that Congress accept a mandate for Armenia.

There seems little doubt of this now in view of yesterday's developments, when at a long meeting at the domicile of Premier Lloyd George, the President, Premier Clemenceau and Premier Orlando being present, the whole question of Asia Minor was taken up and the President is understood to have been pressed by all there, including Gen. Allenby, the conqueror of Palestine, who appeared to give expert advice, to have America take charge of Armenia. Like all the conferences held recently, it was announced inconspicuously that no decision had been reached on any question.

Final Action on League To-day.

Some clear understanding must have been arrived at, however, for according to the accepted programme all or nearly all of these details must be settled by to-morrow morning. To-morrow the so-called final meeting takes place of the Committee on the League of Nations, which must adopt the final form of the covenant, to be incorporated in the preliminary peace treaty next week.

Great Britain apparently is willing to take over Palestine, while Italy and France both want the mandate for Syria, indicating the existence of another snag. The question of Mesopotamia was left for the present. The President was unable to give the assurances which the foreigners seemed to expect that America was ready to accept such mandates, saying that he would have to lay each case before Congress separately.

This meeting is another illustration of the curious way in which the conference now is proceeding, no question being settled. Complaint is made by the French newspapers that the important problem of the Polish boundaries was left undecided Wednesday and there is veiled criticism of the request to the Poles and Ukrainians to stop fighting. The authorship of this request is attributed to President Wilson and it is likened to the Prinkipo affair.

Foch Opposed Mediation.

It appears that Marshal Foch opposed mediation on the ground that it would impair badly the prestige of the Allies at a very critical time. It was made clear to-day, however, that President Wilson has approved the new Polish boundaries that were recommended, which give Danzig to the Poles. It is asserted now that he meant this disposition in his reference to the subject in his fourteen points. The President is finding it difficult to pass on these matters while he is working at a speed to finish the covenant of the league.

The French newspapers point out that many amendments will be offered to the covenant at the meeting to-morrow and they cannot believe that the President means to keep to his programme, but the partnership of the President and Lord Robert Cecil, the British proponent of the league, dominates the situation.

Despite the French censorship Persia, writing in the Echo de Paris, was permitted to express in the most critical manner yet seen his objections to the present procedure. He points out that the only actual accomplishment so far in the conclusion of a treaty of peace is the preparation of the military terms, which are unsatisfactory in that they do not provide adequate surveillance. Other matters, like the Danish and French boundaries and the war indemnities, get nowhere.

Certain to Delay Treaty.

"President Wilson," he adds, "insists that the complete charter of the League of Nations must be incorporated in the treaty; his own political situation demands it. It might be said that only the principles are needed, but in our opinion only two